

## **BRAC IMPLEMENTATION COMMITTEE MEETING SUMMARY – August 17, 2010**

- **John Carman called the BRAC Implementation Committee to order at 7:35 p.m.**
- **Phil Alperson, the County's BRAC Coordinator, provided the following updates:**
  - **THE BRAC MOBILITY PROJECTS MATRIX is posted on the BRAC web site.** It has been updated through August 18 and reflects the multi-modal approach the County, State and other stakeholders are taking to address the transportation impacts of BRAC in Bethesda – transit improvements, pedestrian and bicycle enhancements, intersection upgrades, transportation demand management, etc.  
[http://www.montgomerycountymd.gov/content/exec/brac/pdf/transpo\\_project\\_matrix-081810.pdf](http://www.montgomerycountymd.gov/content/exec/brac/pdf/transpo_project_matrix-081810.pdf)
  - **STATUS OF POTENTIAL FEDERAL FUNDING for BRAC-Related Transportation Projects:**
    - **BACKGROUND:** Last December, Congress approved and the President signed into law the FY2010 Defense Appropriations bill. The bill included a \$300 million appropriation from the DOD Health Care budget designated for transportation projects around NNMC Bethesda and Fort Belvoir, VA. However, last spring DOD officials reported back to Congress that there was no mechanism in place to disburse funds from the Health Care budget to state and local governments for transportation projects. In short, while the funds were appropriated they couldn't be spent unless Congress provided a specific mechanism to spend them.
    - **UPDATE #1 – LATEST NEWS:** In response, Congressman Van Hollen was able to include the \$300 million appropriation in the recent Emergency Wartime Supplemental Appropriations bill (HR 4899); this time the funds would be administered through DOD's Office of Economic Adjustment (OEA) rather than the Health Care budget. OEA is empowered to assist BRAC-impacted communities. The Van Hollen language was part of a series of amendments the House of Representatives attached to a version of HR 4899 that had been approved previously by the Senate. However, there was concern that delays caused by ongoing debate on amendments back-and-forth between the House and Senate could be detrimental to our fighting forces in Afghanistan and Iraq who desperately needed supplemental funding. So, on July 22<sup>nd</sup> the Senate refused to accept ANY House amendments and sent their original bill back to the House for quick passage and enactment into law. The Van Hollen

language was among many amendments stripped from the bill.

**NEWS:** <http://www.cq.com/document/display.do?docid=3709971>

- **UPDATE #2 – NEXT STEP:** The Congressional delegations representing NNMC Bethesda and Fort Belvoir (Maryland Rep. Chris Van Hollen and Senators Barbara Mikulski and Ben Cardin, and Virginia Rep. Jim Moran and Senators Jim Webb and Mark Warner) are already focused on including the appropriation in the Fiscal Year 2011 Defense Appropriations bill. On July 27<sup>th</sup>, the House Defense Appropriations Subcommittee marked-up the FY11 Defense Appropriations bill, and included Van Hollen's language to appropriate the funds for transportation projects around BRAC-impacted military hospitals. The full House Appropriations Committee and then the full House and Senate should take up the bill after the August recess, and a conference committee should write the final version of the FY2011 Defense Appropriations bill. This bill should be passed and enacted into law by October 1, 2010 -- although it must be noted that the previous year's Defense Appropriations bill was not finished until December rather than October.
  - Questions were raised about how the OEA would award funds and how long the process would take. Phil said he would make inquiries. Other questions were raised about which entities would apply for awards for projects affecting the area around NNMC. Edgar Gonzalez said that the State of Maryland (MDOT) would submit an application in coordination with MCDOT.
- **USDOT AWARDS FUNDS FOR MARYLAND BRAC-RELATED TRANSPORTATION PROJECTS:** On August 13, Senators Cardin and Mikulski announced that the USDOT awarded \$4.4 million for BRAC-related transportation projects in the MD 355 corridor around NNMC Bethesda. These are funds that Congress appropriated in the FY2010 Transportation-Housing Appropriations bill that was passed late last year. Congressional Transportation appropriations from FY2008 through 2010 now total \$9.4 million.
- **PARK & PLANNING COMMISSION UPDATES:**  
<http://www.montgomeryplanning.org/transportation/brac/index.shtm>
  - **JONES BRIDGE ROAD SHARED USE PATH:** On July 15<sup>th</sup> the Park & Planning Commission held mandatory referrals on the shared use path planned for Jones Bridge Road between Rockville Pike and Connecticut Avenue that is part of the County's BRAC-related Bike & Pedestrian Paths projects. The Planning Board generally approved the plans but recommended that the County incorporate design concepts suggested by Planning Board staff.

- **SHA INTERSECTIONS IMPROVEMENT PROJECT:** On July 22 the Park & Planning Commission held mandatory referrals on the four SHA Intersections Projects. The Commission generally approved three of the projects but urged consideration of P&P staff recommendations relating to design and pedestrian safety. The Commission rejected the plans for MD 185 (Connecticut Avenue) / Jones Bridge Road and urged SHA to revise those plans when SHA returns with “Phase 3” plans for the intersection which were not part of the July 22 hearings. Later in the evening, the BIC discussed the MCDOT traffic access study of the Chevy Chase Valley neighborhood (*scroll down for details*).
- **MD 355/ROCKVILLE PIKE CROSSING PROJECT:** The Park & Planning postponed a July 29<sup>th</sup> “roundtable” to discuss the MD 355 Crossing Project and BRAC transportation projects generally with transportation officials. Dan Hardy of the Planning Board staff reported that the Roundtable has been rescheduled for September 16, the same date as the Mandatory Referral hearings on the Cedar Lane shared use path. The latest concept designs for the MD 355 / Rockville Pike Crossing Project, as of 7-20-10:  
<http://www.montgomerycountymd.gov/brcmpl.asp?url=/Content/EXEC/BRAC/nepa-pedaccess.asp>
- **WEST CEDAR LANE SHARED USE PATH:** On September 16<sup>th</sup> the Park & Planning Commission will hold mandatory referrals on the shared use path planned for West Cedar Lane between Old Georgetown Road and Rockville Pike that is part of the County’s BRAC-related Bike & Pedestrian Paths projects.
- **EXPRESS SHUTTLE BUS SERVICE:** The Maryland Transit Administration (MTA) has begun a series of public meetings and hearings on proposed routes for bus commuter transit service along the Inter County Connector. Service is being proposed from Columbia to the Medical Center.  
[http://mta.maryland.gov/NEW\\_Bus\\_Service.cfm](http://mta.maryland.gov/NEW_Bus_Service.cfm)
- **BRAC IMPLEMENTATION COMMITTEE CORRESPONDENCE:** BIC Chairman John Carman sent a letter to County Executive Leggett on August 3, 2010 regarding coordination of BRAC-transportation projects. The County Executive responded on August 6:
  - <http://www.montgomerycountymd.gov/content/exec/brac/pdf/bic-lettertoleggett-coordination-080310.pdf>
  - <http://www.montgomerycountymd.gov/content/exec/brac/pdf/bic-leggettresponsetoaugbicletter-080610.pdf>

- **COMMUNITY UPDATES:**

- Ilaya Hopkins noted that Bill Bronrott used to attend BIC meetings on behalf of the area's Assembly delegation, but that the delegation has not been represented since Bill left to assume a position at USDOT. Phil said he would inquire with the other area State Senators and Delegates.
- Avice Meehan discussed the Forest Conservation easement at Howard Hughes Medical Institute and its impact on proposed SHA "Phase 3" improvements at the Connecticut Avenue/Jones Bridge Road intersection. HHMI is still working with SHA to determine appropriated mitigations, but in the interim SHA has delayed presenting the "Phase 3" improvements to Park & Planning for mandatory referral

- **MCDOT STUDY OF CHEVY CHASE VALLEY TRAFFIC ACCESS:**

- Edgar Gonzalez introduced Emil Wolanin, MCDOT's Chief of Traffic Engineering, who gave a presentation on the Chevy Chase Valley Traffic Access Study. MCDOT's presentation on the Chevy Chase Valley Traffic Access Study is on the BRAC web site following this meeting summary, and can be accessed here: <http://www.montgomerycountymd.gov/content/exec/brac/pdf/mcdot-chevyCHASEvalleytrafficACCESSstudy-081710.pdf>
- Four alternatives were studied:
  1. Signaling and traffic reconfiguring at MD 185 and Montrose Driveway (*approx. cost \$500,000*);
  2. Signaling and intersection upgrades on Jones Bridge Road at Spring Valley Road (*approx. cost \$250,000*);
  3. Extending Montrose Driveway or Woodlawn Road through parkland to Jones Bridge Road, creating a four-way intersection at Platt Ridge Drive (*approx. cost \$1-2 million*);
  4. Extending Montrose Driveway or Woodlawn Road through parkland to the North Chevy Chase Park access road, without adding a traffic signal at Jones Bridge Road (*approx. cost \$1.5-3 million*).
- With SHA concurrence, MCDOT has determined that **Alternative #2** – a new signal at Spring Valley Road -- is the best short-term alternative to address Chevy Chase Valley's concerns about safety and access, it can be funded, and it can be implemented by the September 2011 completion of BRAC expansion at NNMC. However, traffic modeling indicates that a signal at Spring Valley Road isn't warranted for Chevy Chase Valley traffic and that a new signal might cause additional congestion for the area. Both agencies believe that Alternative #2 should be a temporary solution until **Alternative #3** – a new access road to a four-

way signalized intersection at Platt Ridge Drive -- can be constructed; funding for Alternative #3 has not been identified, and design and construction cannot be completed by September 2011.

- Issues relating to the traffic study include:
  - The Park & Planning Commission has not commented on the Chevy Chase Valley Traffic Access Study or whether it would permit the construction of an access road through parkland;
  - Ken Strickland noted that there is no consensus at this time among the Chevy Chase Valley residents on a preferred alternative because none of the solutions are ideal, but there is consensus that “doing nothing” is not an option. Ken expressed a concern that a less-than-desirable “temporary” solution might become permanent if funding for better long-term solutions cannot be secured.
- MCDOT’s presentation on the Chevy Chase Valley Traffic Access Study is on the BRAC web site following this meeting summary, and can be accessed here:  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/mcdot-chevyCHASEvalleytrafficACCESSstudy-081710.pdf>

- **John Carman initiated a discussion of the long-term future of the BIC:**

- The Executive Order that established the BIC in 2007 anticipated that **“the Implementation Committee is expected to complete its work no later than September 15, 2011, which is the date by which the BRAC implementation is mandated to be complete.”** But since it is obvious that BRAC-related traffic mitigations won’t be anywhere close to completion by then, the Committee needs to decide what it wants to do for the long-term. John focused the discussion on a DRAFT proposal submitted by Ken Hartman, Director of the BCC Regional Services Center, to establish an NNMC Community Liaison Council (CLC) within the Western Montgomery Citizens Advisory Board (WMCAB). Ken’s DRAFT proposal is on the BRAC web site following this meeting summary, and can be accessed here:  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/bic-hartmanproposal-081710.pdf>
- This proposal would have two CLC co-chairs, one appointed by the County Executive representing WMCAB and one from NNMC (now known formally as Naval Support Activity-Bethesda, the NNMC “landlord”). Captain Malanoski, the NSAB Base Commander, noted that it might not be appropriate for NSAB to co-chair a WMCAB body whose priority issues may not be in sync with the base’s agenda. He said that he current BIC, which deals directly with NSAB-related issues, offers “value added” to NSAB that the WMCAB proposal might not. He said NSAB would always find a way to reach out to the community if the

BIC were not an option. At any rate, he said these were just his initial reactions and he wasn't in a position to make any firm comments at this time.

- Some BIC members were supportive of a WMCAB CLC-style format and others weren't or had questions that would require further discussion, and it should be noted that several BIC members were not present to offer their opinions. But others wondered if the BIC could simply continue "as is" beyond September 2011 until such time as it determines that a reconstitution might be in order. Phil said he would check with officials in the County Executive's office.
- Ken Hartman's DRAFT proposal is on the BRAC web site following this meeting summary, and can be accessed here:  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/bic-hartmanproposal-081710.pdf>
- **John Carman solicited public comments from the audience:**
  - Karen Kuker-Kihl, who represents residents the Promenade apartments on Pooks Hill Road, expressed concern over the possibility that the BIC might end business by September 2011. But she noted that the BIC currently lacks representation from area rentals, co-ops or apartment housing and should consider adding more stakeholders.
- **The meeting was adjourned at 9:15 p.m. The next Committee meeting is scheduled for Tuesday, September 21, 2010, 7:30 p.m., at the BCC Regional Services Center.**

**Committee members in attendance, August 17, 2010:**

Phil Alperson, County BRAC Coordinator  
John Carman, BRAC Implementation Committee Chairman  
Dan Hardy for Larry Cole, Maryland-National Capital Park & Planning Commission  
Edgar Gonzalez, Montgomery County Department of Transportation  
Ilaya Hopkins, East Bethesda Citizens Association  
Ed Krauze, Bethesda-Parkview Citizens Association  
Allen Myers for Janet Maalouf, Maplewood Citizens Association  
Paul Thaler, Locust Hill Citizens Association  
Sara Morningstar for Melanie Wenger, Montgomery County Office of Intergovt. Relations  
Susan Petersen for Susan Hinton for Dan Wheeland, NIH

**Ex-officio:**

Council Member Roger Berliner  
Karen McManus for Joan Kleinman (Rep. Chris Van Hollen)  
Susan Buffone (Council Member Roger Berliner)  
Captain Mike Malanoski, Naval Support Activity-Bethesda

Commander John Lamberton, NSA Bethesda  
Jeff Miller, NSA Bethesda

**Other Attendees)**

Mary Anne Berberich, CCVCA  
Sarah Gantz, Gazette Newspapers  
Greg Humes, Chevy Chase Valley Citizens Association  
Michael Kirkland, CCVCA  
Marilyn Mazuzan, Town of Oakmont  
Avice Meehan, Howard Hughes Medical Institute  
Ann Murry, Chevy Chase Park  
Tom Robertson, Bethesda Urban Partnership  
Ken Strickland, Chevy Chase Valley Citizens Association  
Ann Thompson, Chevy Chase Park  
Robert Weesner, North Chevy Chase Village  
Emil Wolanin, MC-DOT  
Nkosi Yearwood, MNCPPC